(c) Safety is the prime concern of Indian Railways and all possible steps are undertaken on a continuing basis to prevent accidents which include timely replacement of over-aged assets, adoption of suitable technologies for up-gradation and maintenance of track, rolling stock, signaling and interlocking systems, safety drives and inspections at regular intervals to monitor and educate staff for observance of safe practices. As a result, there has been a declining trend in the number of accidents from 473 in 2000-01 to 234 in 200S-06 and further to 195 in 2006-07.

Broad gauge rail line from Armur to Adilabad

1686. SHRI M.V. MYSURA REDDY: Will the Minister of RAILWAYS be pleased to state:

whether mere is a proposal for broad gauge railway line connection from Armur in Nizamabad district to Adilabad *via* Nirmal route;

if so, the status of the proposal; and

if not, whether there is any likelihood of taking it up in the future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) A survey for new broad gauge railway line (136 km.) from Armur to Adilabad was conducted in the year 1998-99. Cost of this project was assessed as Rs. 273 crore with negative rate of return. Due to unremunerative nature of the project and acute constraint of resources, the same was shelved. There is at present no proposal to take up this new line.

Collision of trains near Gorakhpur

1687. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of RAILWAYS be pleased to state:

whether there was a head on collision between a goods train and a passenger train near Gorakhpur in U.P. in January last;

if so, the number of persons including Railway personnel who lost their lives and those who were seriously injured in the mishap;

whether statutory inquiry into this accident has been held; and

if so, the findings thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) to (d) Do not arise.

Construction of level-crossings in Orissa

†1688. SHRI RUDRA NARAYAN PANY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct rail over-bridges at National Highway 23 level-crossing at Chainpal before Talcher station and at National Highway 42 level-crossing before Boeinda station;

† Original notice of the question was received in Hindi.

(b)if so, the actual position thereof; and

(c)by when both these railway over-bridges would be ready?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) The work of ROB (Road over Bridge) at Chainpal, chainage 490-60 between Budhpark-Talcher on National Highway (NH) 23 (LC No. CT-79) is a sanctioned work of 1999-2000, General Arrangement Drawing for which has been approved and the Estimate for Railway portion of work has been sanctioned, but for approaches portion State Government has not yet finalized the land acquisition issue after which Estimate for approaches shall be finalized by them. It is understood that State Government has submitted the Detailed Estimate for approaches to Ministry of Shipping, Road Transport and Highways on 29.12.2007. The work across Railway portion by Railways is held up due to temporary road diversion which is feasible after land acquisition by State Government.

The work of ROB at NH 42 on level crossing at Boeinda station was sanctioned in 1993 as an Accommodation work chargeable to Sambalpur-Talcher new broad gauge line. About 40% work, both abutments have been completed. Delay has been due to problem of land acquisition State Government having fixed very high rate for Government land in comparison to private land. In addition, State Government wanted construction of approach with fly ash which has been now revised with use of good earth. All this has not only taken time to decide but also has resulted in time and cost over-run. The construction work shall get momentum after the Revised Estimate is sanctioned.

(c) Target for completion of these works cannot be fixed at this stage.

Electric train in Assam

1689. SHRI URKHAO GWARA BRAHMA: Will the Minister of RAILWAYS be pleased to state:

(a)the time-frame, if any, to start and complete the electrification of railway line and running of electric train in Assam as appeared in some national and State's dailies recently;

(b)the stipulated time, if any, to complete the doubling of railway line from New Bongaigaon to Guwahati and beyond; and

(c)the work progress of Railway line from New Moinaguri to Jogighopa under North Frontier Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Electrification of Barauni-Katihar-Guwahati rail line has been included in Rail Budget 2008-09 at a cost of Rs. 505.68 crore with an outlay of Rs. 25.20 crore for 2008-09. The work is targeted for completion during XI Plan.

(b)Two separate lines exist between New Bongaigaon to Guwahati one *via* Rangiya and other *via* Jogighopa. No separate work of doubling is sanctioned.

(c)In New Maynaguri-Jogighopa new line, land acquisition, earthwork and bridges taken up.